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UNCLAS SECTION 01 OF 04 PRETORIA 000764

SIPDIS

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DS/IP/AF
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STATE FOR AF/S/TCRAIG AND KGAITHER
AMEMBASSY BRUSSELS FOR TSA/INTL PROGRAMS/PANDERSON AND
JBRECHT-CLARK
AMEMBASSY ROME FOR TSAR/JHALINSKI

E.O. 12958: N/A

TAGS: [ASEC](#) [FAIR](#) [ECON](#) [SF](#)

SUBJECT: TSA ASSESMENT OF JOHANNESBURG INTL AIRPORT A MODEL
OF BILATERAL COOPERATION

REF: 04 PRETORIA 4464

(U) Sensitive But Unclassified. Not for Internet Distribution.

11. (SBU) Summary. South Africa warmly received Transportation Security Administration (TSA) officials during an aviation security assessment of Johannesburg International Airport (JIA) and South African Airways (SAA) flights to the United States. SAA no longer offers direct service between Cape Town and the United States. SAA will have CCTV cameras installed in all its aircraft by October 2005. JIA stakeholders recently conducted a threat analysis exercise and identified twelve strategic focus areas including theft, drug trafficking, illegal immigrants, organized crime, baggage pilferage. The Airports Company of South Africa (ACSA) has several infrastructure projects planned for JIA in order to enhance airport security. South Africa's Civil Aviation Authority CEO (CAA) Mongezi India reminded TSA officials to notify the CAA several months in advance for future assessments and requested assessment results within six months. End Summary.

12. (SBU) Transportation Security Administration (TSA) officials conducted an aviation security assessment of Johannesburg International Airport (JIA) and South African Airways (SAA) flights to the United States from February 8-14. The assessment included officials from South Africa's Civil Aviation Authority (CAA), SAA, Department of Transport (DoT), Department of Foreign Affairs (DFA), South African Police Service (SAPS), and Airports Company South Africa (ACSA) which manages JIA and nine other South African airports.

KUDOS TO TSA

13. (SBU) South African officials repeatedly told Econoff that they were impressed with the professionalism, congeniality, and sensitivity of the TSA team (TSA representative John Halinski and TSA Aviation Security Specialists Kevin Cahill and Richard Gierbolini), and they appreciated that the assessment was conducted in a spirit of collaboration. CAA Senior Manager for Compliance Rod Winson said that he was "very pleased" with the TSA team and feels that John Halinski will be proactive and responsive to CAA needs and requests. Similarly, TSA Specialist Kevin Cahill described the airport access that was granted and the degree of transparency in which the assessment was conducted as "unprecedented" and "over and above that which was required." Halinski described South Africa's National Aviation Security Program as the best in Africa. The team found that both JIA and SAA are meeting or exceeding all ICAO standards for security.

SOUTH AFRICAN AIRWAYS

14. (SBU) SAA Executive Manager for Aviation Security Bert Meintjes reminded TSA officials that SAA terminated direct flights between Cape Town and the United States as of February 1. As a result, JIA is the only South African airport offering direct service to the United States. Currently two flights depart nightly at 19:40 - SAA 203 to JFK via Dakar and SAA 209 to Atlanta via Ihlala de Sol. U.S.-bound passengers departing from Cape Town will now travel on a connecting flight to Johannesburg. Luggage will be transferred without passenger intervention and passengers will use a dedicated transfer facility to pass from the domestic terminal (B) to the international terminal (A). SAA will finish installing CCTV cameras on all SAA aircraft by October 2005.

ACSA'S STRATEGIC FOCUS AT JIA

15. (SBU) ACSA's Acting-General Manager for JIA Bryan Thompson led the TSA delegation through a frank and transparent review of Johannesburg's challenges and infrastructure plans. A recent threat analysis exercise conducted by airport stakeholders resulted in the following strategic focus areas:

- AVIATION SECURITY: Improvements in CCTV, perimeter access control, perimeter intrusion detection, screening of passengers and baggage, metal detectors, stakeholder cooperation and compliance, and increased policing will do much to bolster already excellent security policies and procedures at JIA. SAPS will deploy a total of 1700-1800 new officers to JIA by the end of 2005.

- COMMON THEFT: Increased policing, more efficient guard patrol monitoring, CCTV, and greater cooperation between stakeholders are expected to reduce theft.

- VEHICLE THEFT AND THEFT FROM VEHICLES: Increased policing, more efficient guard patrol monitoring, CCTV, and greater cooperation between stakeholders are expected to reduce theft.

- DRUG TRAFFICKING: Improved stakeholder cooperation, increased police presence, and providing regular training for scanner operators are all expected to reduce drug trafficking.

- ILLEGAL IMMIGRANTS: Increased policing, greater cooperation between stakeholders, and dedicated egress routes equipped with additional technology and manpower are expected to cut down on illegal immigrants. In addition, Home Affairs has created a dedicated holding area at JIA for immigration offenders.

- ILLEGAL PORTERAGE, LOITERING, PUBLIC NUISANCE: ACSA has regulated portage at JIA. Orange vests now identify legitimate porters.

- ROBBERY: This is a problem specific to landside operations. The roll-out of SAPS' new "Port Policing Agency" along with increased CCTV and guard patrol monitoring recently prevented six robberies before they took place. Increased police presence over the next year will make existing measures even more effective.

- ILLEGAL TAXI/PUBLIC TRANSPORT OPERATORS: ACSA has issued a tender to select taxi drivers who may legitimately offer service at JIA.

- NON-REGULATED HAWKERS: Better policing by guard patrols and police along with improved coordination among stakeholders are expected to reduce unwanted hawkers.

- TRANSNATIONAL ORGANIZED CRIME SYNDICATES: ACSA will rely on the National Intelligence Agency (NIA) and Immigration expertise to combat crime syndicates operating at JIA. Constitutional rights prevent stakeholders from conducting background checks on existing employees and stakeholders cannot deny employment to people who have been convicted of crimes not relevant to the job they would be hired to do. Increased police presence and infrared surveillance, rapid response teams, and armored vehicles complement the National Intervention Unit and Crime Combating Units escorting valuable cargo to and from aircraft.

- BAGGAGE PILFERAGE: Airport stakeholders and airlines have recently created a baggage pilferage committee. Technically, airlines are responsible for protecting checked luggage once it reaches the hold area. Nevertheless, ACSA increased the number of CCTV cameras throughout the hold baggage system and increased spot checks at the hold area. Stakeholders are also looking to create a pilferage database to enhance reporting capabilities of lost, stolen, and pilfered luggage.

- SECURITY COMPLIANCE BY ALL STAKEHOLDERS: ACSA is working to create partnerships, improve communication, and clarify roles and responsibilities with other stakeholders.

ACSA INFRASTRUCTURE PLANS FOR JIA

16. (SBU) ACSA is also planning a number of infrastructure developments which will enhance airport security as well as increase airport capacity to accommodate up to 18 million passengers a year.

- CCTV ANALYSIS/CONTROL ROOM: Despite recently deploying 1200 closed-circuit television (CCTV) cameras throughout the airport, control room capabilities are inadequate. ACSA plans to build a new control room at the Joint Operating

Center and conduct a gap analysis on the existing CCTV network to determine whether existing cameras are optimally placed and whether additional cameras need to be purchased.

- SCANNING EQUIPMENT: ACSA is replacing JIA's five EG&G Astrophysics Z-Scan baggage scanners with new Smiths Hiemann EDtS (Explosives Detection tomography System) scanners. Three of the new scanners will be in place by September 2005. R26 million (\$4.3 million).

- PERIMETER WALL: ACSA is building a 2 meter reinforced concrete wall topped with razor wire around the 27 km perimeter of the airport. This wall will reduce the number of emergency access gates from 26 to 6, cutting the overall number of airside access gates to 16 (Charlie, Super South, North Gate 1, Jet Center, Gate Gourmet, General Aviation, Safair, ATNS, SAA Technical, Denel Aviation plus the six emergency gates). R23 million (\$3.8 million).

- ATNS GATE UPGRADE: ACSA will upgrade the Air Traffic and Navigation Services gate leading to the control tower. New card readers, vehicle arrestors, double boom system, permit-controlled turnstiles, scanners, and metal detectors will be deployed at the ATNS gate. R8.3 million (\$1.4 million).

- INTERNATIONAL ARRIVALS UPGRADE: This upgrade will include improvements to capacity, circulation, services, and finishes. R70.6 million (\$11.7 million).

- CENTRAL TERMINAL BUILDING: The existing international check-in area will be extended into Terminal 5 to increase international check-in capacity. This will also allow the existing international arrivals terminal to be extended and reconfigured. R265 million (\$44.2 million)

- MULTI-STORY CAR PARKS: Two multi-story car parks will accommodate up to 6000 vehicles. They will be linked to the terminals by an elevated walkway and an underground tunnel. R255 million (\$42.5 million).

- APRON EXTENSION: Charlie, Bravo, Echo and Sierra Aprons will be extended to accommodate increased traffic including the new large aircraft being manufactured. R161 million (\$26.8 million).

- MIDFIELD DEVELOPMENT: Projected increases in passenger traffic will require an additional terminal at midfield. A tunnel will connect the existing A & B terminals to the new midfield terminal. The midfield terminal will provide additional aprons and warehouses for freight. R274.5 million (\$45.7 million).

- NON-SCHEDULED AIRCRAFT GATE: Security will be upgraded at the non-scheduled area. R12 million (\$2 million).

- CARGO SECURITY UPGRADE: A R1.5 million (\$250,000) security upgrade to the existing cargo complex.

17. (SBU) CAA's CEO and Chairperson of the National Aviation Security Committee Mongezi India requested that future TSA assessments in South Africa be planned and requested notice six months in advance, where possible, but no less than two months in advance. He also requested that the results of the assessment be provided to him in a more expedited fashion, ideally within six months. He noted that results from previous TSA assessments have taken a year or longer.

FRAZER